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A. S. WATSON & CO.

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WINE AND SPIRIT MERCHANTS.

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THE LEADING WHISKYTHROUGHOUT THE EAST
FOR OVER 20 YEARS.

\$15.00 PER CASE.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 21st February, 1907.

NOTICE TO CONTRIBUTORS.—The Editors of the Daily Press are desirous of receiving contributions for the paper, and are particularly anxious to receive contributions from the public. Contributions should be sent to the Editors, and should be accompanied by a statement of the author's name and address. Contributions should be sent to the Editors, and should be accompanied by a statement of the author's name and address. Contributions should be sent to the Editors, and should be accompanied by a statement of the author's name and address.

On February 7th, at Luchow, Anhui, the wife of J. Y. McNeill, of a son.
On February 12th, at Shanghai, the wife of H. J. Andrews, of a son (still born).
On February 14th, at Shanghai, the wife of GEORGE HUTTON PORTER, of a son.
On February 15th, at Shanghai, HENRY J. HOBBS to ISABELLA WILLIAMSON.
On February 18th, at Shanghai, SARAH AMANDA, wife of DANIEL COATS, Superintendent Commercial Pacific Cable Company.
On February 19th, at Shanghai, PETER L. KNUTSEN, of posthumous, aged 68 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CH
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 21st, 1907.

There is a possibility that the recent sensational account of the "seething pot" of Kwangsi, brought to us by navigators, was inspired largely by an incident we have since seen interestingly described in a northern contemporary. In which case the discontent in Kwangsi, although pregnant enough, can scarcely claim the importance given to it in our earlier account. Here, from the North China Herald, is the story just mentioned:

"There has recently been some local trouble between a militant Kwangsi petty official and a section of the people of the Yuch country, which, as most people know, forms part of the province of Kwangsi. It does not appear from the report what the quarrel was about, but a military Suihai of the Yang-hsien gathered together a contingent of fighting followers and attempted to suppress the Yuch, so as to coerce them into submission. He apparently had not counted the cost, but does appear to have underrated the enemy. This eager aspirant for military fame was Ng-Kwong-in, and his locally raised army amounted to some thousands of ill-bodied men. He found the mountainous among which the Yuch live very inhospitable and the unfortunate result of the ill-judged campaign was that he was thoroughly defeated and was driven out of the invaded country with the loss of a large number of his followers. He will probably consider well before he makes the second attempt to coerce these hardy

mountaineers into submission. Even the military regular officials have refrained from the attempt to exact submission, because of the obstinate courage of the men and the insupportable nature of their country. What astonishes the local reigning official was Mr. Ng must remain hidden; after his failure, however, there was no secret about the severe reprimand which he received. Having staked all in a foolhardy enterprise and failed, he will probably not be heard of again."

From time to time in the last fifty years references to these sturdy aborigines of Kwangsi have appeared in the Daily Press, but constant shiftings and changes of the coast population have conspired to preserve a general ignorance of these Yuch hillmen and their ways, and it is only now and then that an adventurous and observant traveller, usually a missionary, arises to remind us of the fascinating survival almost at our doors. The Yuch area appears to be a sort of local Tibet, and the pharynx, for it is little more in point of size, to be as conservative and exclusive as it is persistently virile. One estimate counts on 400,000 Yuch, but in a couple of hundred miles of area, mostly upended to the skies, the number may well be less. They marry their namesakes, these most un-Chinese people, and they have no ruling tyrant, no dishonest officials, to vex them. When human frailty starts a tangle that the "good old rule and simple plan" will not settle, a parliament of old men sits, discusses, and adjudicates. They are miners and manufacturers, rather than farmers, though they cultivate a kind of tea, and bamboo shoots. They are also expert lumberjacks. If they have a currency at all it is salt, which they purchase dearly from the Chinese of the plains. They are supposed to be cousins of the ethnologic remnant inhabiting the mountains of Hainan, and in some characteristics are not far removed from the Formosan aborigines. There is an opening for some intrepid anthropologist, who should dwell a year among them. The resultant book would be interesting.

Twenty-one Korean students in Tokyo, who are destitute owing to the cessation of aid from their homeland, have sent a petition to the Government at Seoul enclosing a finger cut off from the hand of each student.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers, the Band of the 129th "Duke of Connaught's Own" Battalion will play the following programme of music, at the King Edward Hotel, during dinner on Thursday, 21st February, 1907 (weather permitting).
March—"Sarcolla"..... Gallini
Overture—"Ivan"..... Contorno
Vals—"Espana"..... Waldteufel
Selection—"Dorothy"..... Collier
The Mill in the Black Forest..... Eisenberg
Swiss Song—"The sun you are with"..... Molleberg
Intermezzo—"Russe"..... Franke
God save the King.

Here is another London life.—The frequency of suicide among the Chinese is proof of the saying of those who know them best that they have the profoundest contempt for death. This hardly seems borne out by the way in which they run in their war with Japan. Perhaps, however, it was the will of the generals more than the will of the rank and file which determined those strategic advances to the rear. The individual Chinaman certainly does not fear death. Lord Napier had a shocking evidence of this when he was in China. A Chinese family with whom he was on friendly terms wished to make him a present of a dog. He had petted it, and it had become fond of him. It was a favourite with its owners, but they very kindly offered it to Napier. He refused to deprive them of their pet. They took the refusal to heart as the deadliest insult or most incurable woe. The owner of the dog and all the members of his family committed suicide—in the wall which contained the Briton's only available drinking supply.

The Times devotes a leading article to lecturing the white races on their relation to the coloured races. It concludes that the time has come for the white races to take a fresh survey of the whole situation, and to recognise that in the changed conditions, the old haughty and dictatorial attitude stands in need of modification. This attitude has been based on the assumption that civilisation can only mean civilisation as understood by the white peoples. "They have generally been too completely persuaded that civilisation can only mean their civilisation, and religion only their religion, to give a thought to the value of other civilisations older than, and perhaps, as admirable in practice as, their own, or to other religions in which men have lived and died with comfort and hope for centuries before they themselves emerged from what in any other part of the world they would call the rudest barbarism." In one direction the white man's lesson has been learnt, and the instruction bettered. The coloured people have found the way to produce goods which the world needs, and will soon be energetically seeking markets for those goods. Moreover, they are doing much of the world's work. Japanese do the work of navies in California; Chinese are relied on to dig the Panama Canal; both Boers and Britons in South Africa seem disposed to stick to Chinese labour until a substitute can be found, and such a substitute is not at present visible. All this marks a new phase of the dangers of the East. It is not now the arms of the Scythians and the Turk which are feared by the predominant race, but the manual industry and commercial enterprise of the Japanese.

Yesterday four coaches of the Electric Suburban Express, of the New York, Central, going at the rate of 70 miles an hour, overturned. The coaches which were mainly occupied by ladies returning from the Matinees were dragged for a quarter of a mile on their sides. Twenty-five were killed, mostly by falling through the lower windows, and ground to a pulp between the cars and the ground. Seventy-six were injured.

PRINCE ARRIVES TO-DAY.
HONGKONG'S GUEST TILL SATURDAY.

H.I.H. Prince Fushimi of Japan will arrive in the Colony to-day by the R.M.S. Despatch. H.I.H. will land officially at Blake Pier at 12 noon, and will be received by the G.O.C. and staff with a Guard of Honour of 100 men. H.I.H. will proceed to Government House, where he will stay until Saturday, when he will leave by the Despatch at noon.

His Imperial Highness Prince Fushimi visited Europe in 1896 to represent the Emperor of Japan at the coronation ceremony of the present Tsar of Russia. In 1904 His Imperial Highness paid a visit to America to attend the St. Louis Exhibition. As a soldier the Prince took part in the Japan-China war. He then held the rank of Brigade Commander, and in the war with Russia he commanded the First Army Division at the battle of Nanshan in May, 1904. The Prince was promoted full general in the following month, and is now a member of the Supreme Council of war. His Imperial Highness will be forty-nine years of age in April.

THE "CRAIK CHILDREN FUND."

Amount previously acknowledged	\$2,588.00
Messrs. Carmichael and Clarke	50.00
Mrs. J. Chisney	1.00
Mrs. L. Peirce	10.00
Mrs. W. Dorabjee	25.00
H. L.	5.00
Mrs. A. P. Langley	8.00
Members of Police	31.00
Mr. T. W. Robertson	20.00
	\$2,731.00

STATE OPENING OF PARLIAMENT.

As already telegraphed, the King, accompanied by the Queen, opened Parliament in person on February 12th.

The ceremony, as on previous occasions, afforded the opportunity of a very picturesque procession.

Their Majesties proceeded to and from St. Stephen's in the State coach drawn by the celebrated Flemish "ocean" ponies, preceded by the Great Officers of State, members of the Royal Household, and the Master of the Household in two dress landaus, drawn respectively by teams of bay and black horses. The Yeoman of the Guard, as usual, exercised their privilege to act as bodyguard to the State coach, and there was an imposing escort of Life Guards.

The route, lined with troops, was along the Mall and through Whitehall to Parliament Street and St. Stephen's. On reaching St. Stephen's the first two carriages set down at the Peers' entrance to the House of Lords, while the State coach conveyed their Majesties to the Grand entrance at the Victoria Tower.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE DECORATED ATTACHES.

TOKYO, February 20th.

The number of foreign military Attachés who have been decorated by the Emperor of Japan, in remembrance of their several parts at the war in Manchuria, is forty-four. Generals Hamilton and Carnett each got the first class Order of the Sacred Treasure, and General Nicholson gets the first class Order of the Rising Sun. The other members of the British Army who receive decorations include nine Colonels, three Majors, and eight Captains.

[REUTER'S SERVICE.]

SERVIA.

LONDON, February 18th.

Three regicide officers attacked two Deputies in the streets of Belgrade yesterday, with swords. A fierce fight ensued and one of the Deputies was badly wounded.

THE LORDS AND THE COMMONS.

LONDON, February 18th.

Dr. T. Macnamara, member for Camberwell, in a speech, indicated that the Government would table a resolution depriving the Lords of their veto to a Bill passed by the House of Commons in two consecutive sessions.

ACCIDENT IN NEW YORK.

LONDON, February 18th.

Yesterday four coaches of the Electric Suburban Express, of the New York, Central, going at the rate of 70 miles an hour, overturned. The coaches which were mainly occupied by ladies returning from the Matinees were dragged for a quarter of a mile on their sides. Twenty-five were killed, mostly by falling through the lower windows, and ground to a pulp between the cars and the ground. Seventy-six were injured.

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HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

STEWARDS: His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Lieut.-Col. A. E. Aitken; The Hon. Mr. W. J. Gresson; J. A. Jupp, Esq.; Captain F. W. Lysons; J. C. Peter, Esq.; H. P. White, Esq.; H. E. B. Hunter, Esq.; G. C. C. Master, Esq.; D. Macdonald, Esq.; CLERKS OF THE SCALE:—H. P. White, Esq.; D. Macdonald, Esq.; BANDLEKEEPERS:—Major H. P. E. Parker, Capt. F. W. Lysons.

JUDGES:—The Hon. Sir Paul Chater, Kt., C.M.G.; STARTER:—The Hon. Mr. F. H. May, C.M.G.; SECOND STARTER:—Mr. C. H. Ross; TIMEKEEPER:—T. S. Forrest, Esq.; HON. TREASURER:—C. W. May, Esq.; CLERK OF THE COURSE:—T. F. Hough, Esq.

Yesterday, the second day of the carnival, witnessed another interesting exhibition of sport. There was again a large and fashionable attendance, and shortly after the band played the National Anthem on the arrival of H.E. the Governor, who was accompanied by Sir Nathaniel Nathan, the first race commenced. The weather was even colder than on the previous day, but that made little difference to the spectators, and fortunately the rain that threatened at one time in the forenoon kept off. The card included ten races, and naturally the one that aroused the greatest interest was that for the Hongkong Derby. There were seven starters and an exceptionally fine race was seen. Up till the first mile had been covered the horses kept well together and rounding the village they were all apparently striving their utmost. But gradually the bunch separated and Spring Rose who had been wedged in the second rank forged ahead and Marsala who was the favourite was badly left. As was the case the previous day the dry hard course was conducive to good going and some good times were made. The fact that no remarkably high dividends were paid indicates that no dark horses sprang any surprises on the betting community. By special order representatives of the Press were asked by Mr. H. N. Mody to visit his stand after the meeting. They did, and, after congratulating that gentlemen on the success which has attended his ponies throughout, filled the flowing bowl to honour yet to come his way. The results were:—

THE JOCKEY CUP.—Value \$300. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. Once round.

Mr. W. G. Clarke's Pathan, 10st 12lb (Mr. Clarke) 1
Skean Dhu, 11st 4lb (Mr. Large) 2
Mr. D. Macdonald's Highland Bonnet, 10st 9lb (Mr. Hickmann) 3
W. W. H. May's Huang, 11st 1lb (Mr. Master) 4
Messrs. Parker and Mackie's Can Pass, 10st 12lb (Mr. Simecock) 5

Of the five starters Pathan was the favourite. Skean Dhu took up position on the rails, with Huang, Highland Bonnet, and Pathan, in the order named, Can Pass being on the outer course. A good start was witnessed. Highland Bonnet was the first away, Pathan and Can Pass in close attendance, Huang bringing up the rear. At Bowrington Pathan led from Highland Bonnet, Can Pass still holding third place, while Skean Dhu was fourth. Pathan gradually increased his lead up the hill, Can Pass closing up on Highland Bonnet, the same order being preserved past the rock, but at the village the field spread out. Pathan, hard held, was still in the van, with Can Pass immediately behind, but down the straight the whips were freely used and Skean Dhu passed into second place, and Highland Bonnet into third. The favourite finished about three lengths from the second. Time 1-59. Winner \$5.70. Dividend 1st, \$5.30, 2nd, \$8.60.

THE EXCHANGE PLATE.—Value \$1,000. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$150; and Third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb extra; of two or more races 10 lb extra. Griffins allowed 5 lb. Subscription griffins of this season 1906-1907 allowed 10 lb. Entrance \$15. From the two mile post once round and in.

Mr. John Peel's Cotswold 11st 4lb (Mr. Johnston) 1
Mr. F. B. Marshall's Tip Cat, 11st 1lb (Mr. Vida) 2
Mr. Buxey's Coronet Rose, 11st 1lb (Mr. Master) 3
Mr. Copenhagen's Crisis, 10st 7lb 5lb (Mr. Zahn) 4
Mr. John Peel's Ard Patrick 10st 10lb 5lb allowance (Mr. Gresson) 5

Coronet Rose was on the rail, and Tip Cat on the outer course. Tip Cat shot ahead after the bell had rung, and was followed by Cotswold, Crisis, Ardpatrick, and Coronet Rose last. Past the stand Tip Cat had a lead of six lengths from Cotswold, the others keeping the positions mentioned. Past the Village Coronet Rose overtook Cotswold and then Tip Cat led into the straight, but the finish saw Cotswold first at the post, with three lengths to spare from Tip Cat and Coronet Rose. Time 2-20 1/5. Winner \$22.80. Pari Mutual: 1st, \$19.90; 2nd, \$9.

THE HONGKONG DERBY.—A sweepstakes of \$30 each with \$1500 added. (Half forfeit if declared on or before day of closing entries). For China ponies, bona fide griffins on date of entry. First pony to receive 70 per cent; second 20 per cent; and third 10 per cent. Weight for inches as per scale. One mile and a half. (Nominations to close to the Clerk of the Course at the Hongkong Club House on Saturday, 5th January, 1907.)

Mr Buxey's Spring Rose, 11st 1lb (Mr. Master) 1
Mr Fae's Black Pansy, 10st 9lb (Mr. Vida) 2
Mr John Peel's Southwold, 10st 9lb (Mr. Johnston) 3
Mr Fae's Marsala, 11st 4lb (Mr. Moller) 4
Messrs. T. F. Hough & E. Shawan's The Pride of Cadzow, 10st 13lb, 1lb 0 (Mr. Cox) 5
Mr John Peel's Beaufort, 10st 12lb (Mr. Gresson) 6
Mr C. H. Ross' Ben Eion, 10st 12lb (Mr. Dupree) 7

As usual, the Derby was the race of the day, and brought forth the flower of Hongkong's race ponies. As soon as the numbers were up there was a rush for the Pari Mutual, most people present being anxious to have an interest in this historic event, which brought forth seven starters. Southwold took up his position by the rails with Ben Eion alongside, then Spring Rose and Beaufort on the outer course. The field got a good start and Beaufort at once sprang into the lead being followed by Ben Eion with Southwold third, Marsala fourth, Spring Rose fifth, Black Pansy sixth and the Pride of Cadzow last. The pace past the village was willing and Beaufort continued to make the running, Marsala taking second position and Ben Eion third as the field entered the straight for the first time. Passing the Judge's box the order was Beaufort first, Marsala second and Ben Eion third. The same order was maintained until the football stand was reached when Ben Eion pulled into second place with Marsala third. A splendid race up the hill was witnessed and round the bend near the village when the ponies were given their heads. At this part of the course Spring Rose led the field by a number of lengths, Black Pansy being second and Ben Eion third, while Marsala was some distance behind. Spring Rose still had a good lead when the straight was entered, Black Pansy being second and Marsala third. Then the ponies were urged on, and Southwold was observed to pull steadily on Black Pansy, but the latter beat him for second place by about a length. Spring Rose, ridden easily, won the race by several lengths, bringing his backers for a win a dividend of \$18.90. The Pari Mutual paid \$3.40 on Spring Rose; \$15.50 on Black Pansy and \$3.10 on Southwold. Time—3 min 15 1/4 sec. As Mr. Master rode the grandstand on his mount he was heartily cheered by the large gathering for the excellent race he put up.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and Third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr Carruthers' Homocoea, 10st 9lb (Mr. Johnston) 1
Mr C. Paul Chater's Rust, 10st 9lb (Mr. Dupree) 2
Mr Medcoe's Nigol, 10st 9lb (Mr. Master) 3
Mr D. Macdonald's Highland Heather, 10st 9lb (Mr. Gresson) 4
Messrs. Parker and Mackie's No Wanchee, 10st 12lb (Mr. Moller) 5
Mr Stewart's Off Chance 11st 1lb (Mr. Gresson) 6

Six ponies strove to win the German Cup. They got a good start and Off Chance immediately assumed the lead, the remainder of the field following in close order. Off Chance was still in the van when the stand was passed for the first time, Highland Heather being second and Homocoea third with the other ponies in the rear closing up. Off Chance slackened his pace going up the incline, Rust and Homocoea overtaking him as the village was passed when he fell completely out of the race. Rust then shot to the front with Homocoea following him closely. The latter pony took and maintained the lead in the straight and passed the winning post first with two lengths to spare, Rust being second and Nigol third. The Pari paid a dividend of \$8.80, and \$5.20 on the first horse, \$7 on the second and \$5.10 on the third. Time 2 min. 44 1/4 sec.

THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb extra; of two or more races 10 lb extra. Griffins allowed 5 lb. Subscription griffins of seasons 1905-1906 and 1906-1907 allowed 10 lb. Entrance \$10. Five furlongs.

Mr John Peel's Ard Patrick, 11st 1lb (Mr. Johnston) 1
Mr Copenhagen's Cosmopolitan, 11st 5lb (Mr. Zahn) 2
Mr F. B. Marshall's Tip Cat, 11st 1lb (Mr. Vida) 3
Mr Buxey's Big Rose, 10st 10lb 2lb overweight (Mr. Master) 4
Mr Hunter's Petard, 10st 5lb (Mr. Hickmann) 5
Mr H. P. White's Zapeter, 10st 5lb (Mr. Dupree) 6

Being a short race, the six starters were given full rein as soon as the flag dropped. Zapeter took the lead Cosmopolitan being second and the remainder of the field in close order with the exception of Petard who was left at the post. Passing the village Cosmopolitan was in the van, Tip Cat being second, Zapeter third and Big Rose fourth. Cosmopolitan was still ahead of the field when the straight was entered, but he was overtaken by Ard Patrick who passed the winning post three lengths ahead of Tip Cat. Cosmopolitan being second and Tip Cat third. The Pari Mutual paid \$53 on the winner and \$7.70 on the first, \$6.30 on the second and \$6.20 on the third pony. Time 1 min. 16 sec.

THE PROFESSIONAL CUP.—Value \$50. Presented. Second to receive \$100; and Third \$50. For griffins on date of entry and ponies that have never won a race. Subscription griffins of this season 1906-1907 allowed 5 lb. Weight for inches as per scale. Previous winners barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

Mr Godfrey Master's Blue Nile, 11st 1lb (Mr. Master) 1
Mr Fae's Black Pansy, 10st 9lb (Mr. Moller) 2
Mr Buxey's Dwarf Rose, 10st 12lb (Mr. Gagg) 3
Mr Ellis Kadoorie's Zulu Chief, 10st 9lb (Mr. Zahn) 4
Mr John Peel's Southdown, 10st 9lb (Mr. Gresson) 5

There was a fine start in this race, the horses going off in the following order: Black Pansy, Blue Nile, Zulu Chief, Southdown and Dwarf Rose. At the bend Southdown had advanced into the premier position, Black Pansy being second and Blue Nile last. At the stand Southdown was leading by six lengths from Black Pansy, Dwarf Rose, and Blue Nile, all of which were level. Zulu Chief challenged the leader on the way up, and Black Pansy seemed to lay. From the village Black Pansy took up the pacing, and led into the straight, followed by Blue Nile. A fine race down ensued, but Blue Nile romped home three lengths in front of Black Pansy. Time 2.10 1/4. Winner \$3.90. Pari Mutual 1st, \$3, 2nd, \$6.70.

THE CHALLENGE CUP.—Value One hundred Guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies, subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$300 and 70 per cent. Second \$100 and 20 per cent, and Third \$50 and 10 per cent of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent, and third pony 25 per cent of the entrance fees. One mile and three quarters.

Mr Buxey's Glorious Rose, 11st 1lb (Mr. Master) 1
Mr Fae's Comanche, 11st 4lb (Mr. Moller) 2
Mr Brutton's Preston (also Rotherham), 11st 1lb (Mr. Vida) 3
Mr Ellis Kadoorie's Indian Chief, 10st 5lb (Mr. Dupree) 4
Mr John Peel's Quorn (also Nigol), 11st 1lb (Mr. Gresson) 5
Mr Wingard's White Blaze, 11st 1lb (Mr. Cox) 6

After a false start the six horses got away well together. Comanche was the first to draw ahead, followed by Indian Chief, Preston, Quorn, Glorious Rose, and White Blaze. Up the straight Comanche led by several lengths from Indian Chief and the rest of the field and was first to pass the stand, with Quorn and White Blaze second and third. This order was unchanged till past the football stand, when Glorious Rose took the outer course and came up the hill in fine style. Comanche led to the village but afterwards Rose passed into third, second and finally first place, overtaking the leader before entering the straight and holding his advantage to the post. Preston and Comanche had a tussle for second, but the latter got ahead. Time 3-49 1/4. Winner \$3.90. Pari Mutual: 1st, \$5.40, 2nd, \$8.20, and 3rd, \$6.70.

THE NAVY CUP.—Presented by the O B Oors of His Majesty's Fleet. Second to receive \$150; and Third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Winner of the German Cup 1906 extra. Other winners 7 lb extra. Entrance \$10. From the two mile post once round and in.

Mr Buxey's Autumn Rose, 11st 1lb (Mr. Master) 1
Messrs. Parker and Mackie's No Wanchee, 10st 12lb (Mr. Moller) 2
Mr A. G. Clarke's Vagabond, 10st 12lb (Mr. Clarke) 3
Father O'Flynn's Dublin, 11st 1lb (Mr. Gresson) 4
Mr Huretham's Wicked, 11st 12lb, 7lb penalty (Mr. Gagg) 5
Mr Ellis Kadoorie's Moorish Chief, 11st 1lb (Mr. Large) 6
Mr Leland's Robbie 10st 12lb (Mr. Vida) 7
Mr Magpie's Saldin, 10st 12lb (Mr. Dupree) 8
Mr C. H. Ross' Ben Wyvis II, 11st 1lb (Mr. Johnston) 9
Mr Wayfoong's Asusual, 10st 12lb (Mr. Hickmann) 10
Mr A. J. Williams' Brython, 11st 1lb (Mr. Zahn) 11

This was a race with a surprising finish. The eleven starters went off in a cluster, Autumn Rose and Ben Wyvis in the van. Past the stand the lead lay with the latter, Asusual being second, and Robbie third. Up the hill Ben Wyvis still retained his lead, with Autumn Rose in attendance. At the village the latter overtook the leader and entered the straight first. No Savvy then challenged but Master forced the pace and finished first, No Savvy being second, and Vagabond third. Ben Wyvis having dropped behind. Time 2-25. Winner \$24.10. Pari Mutual, 1st, \$7.10; 2nd, \$12.10; 3rd, \$6.40.

THE PARSE CUP.—Presented by the Parsee community. Value \$350. Second to receive \$100 and Third \$50. For China ponies, bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race at this meeting 7 lb extra; of two or more races 10 lb extra. Unplaced runners allowed 3 lb. Entrance \$10. One mile and a quarter.

Mr Buxey's Melrose, 10st 12lb (Mr. Dupree) 1
Mr Fae's Marsala, 11st 11lb (Mr. Moller) 2
Mr John Peel's Beaufort, 10st 9lb (Mr. Johnston) 3
Mr Buxey's Ben Eion, 10st 12lb (Mr. Gresson) 4
Mr Fae's Marsala, 11st 11lb (Mr. Moller) 5
Mr John Peel's Beaufort, 10st 9lb (Mr. Johnston) 6

This proved an excellent race. Ben Eion and Beaufort took the lead from the start, Marsala and Melrose following close behind. As the field passed the Judge's box for the first time Ben Eion and Beaufort were racing neck and neck in the lead with Melrose and Marsala following. Going up the incline Beaufort showed signs of fatigue and fell to the rear. Ben Eion was slightly in the van as the field passed the village, Melrose taking the second place. This order the leaders maintained until the winning post was passed, and Marsala defeated Beaufort for third place. The winner brought a dividend of \$23.70. The Pari paid \$3.10 on the first and \$5.10 on the second pony. Time—2 min. 46 1/4 sec.

TO LET

TO LET.
NO. 1, WEST END TERRACE, Shamson,
 Canton.
 Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
 Hongkong, 11th December, 1906. [93]

TO LET.
2ND FLOOR No. 12, QUEEN'S ROAD
GREENCROFT, GARDEN ROAD,
 Kowloon, Redecorated, Electric Light, Tennis
 Court.
 Apply to—
FAIRVIEW, ROBINSON ROAD, Kowloon,
 from March 1st.
 Apply to—
LEIGH & ORANGE,
 1, Des Vaux Road.
 Hongkong, 19th February, 1907. [94]

TO LET.
GROUND FLOOR of No. 4, DES VEAUX
ROAD including a Strong Room and
 Servant Quarters.
ROOMS on SECOND FLOOR of Victoria
 Building, No. 5, Queen's Road Central, suitable
 for Offices.
No. 6, PEDDALS HILL, comprising of
 5 Rooms with Out Houses, occupation from
 1st proximo.
 Apply to—
DAVID SASSOON & Co., LD.
 Hongkong, 31st January, 1907. [316]

TO LET.
2 FOUR-ROOMED HOUSES at Praya
 East, near East Point.
 Apply to—
JARDINE, MATHESON & CO.
 Hongkong, 3rd January, 1907. [137]

TO LET.
2ND FLOOR of No. 6, ICE HOUSE
STREET; Centrally situated and within
 easy reach of the principal Banks and business
 houses. Apply on the premises to—
TATA & CO.
 Hongkong, 24th December, 1906. [105]

TO LET.
A HOUSE in KNOTSFORD TERRACE
KOWLOON.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
 Hongkong, 1st August, 1906. [92]

TO LET.
IN ALEXANDRA BUILDINGS Small
 Office on Second Floor.
 Apply—
SECRETARY,
A. S. Watson & Co., LD.
 Hongkong, 4th January, 1907. [150]

TO LET.
ONE ROOM in PRINCE'S BUILDINGS from
 1st February. Rent \$50 per month.
 Apply—
REUTER, BROCKELMANN & Co.,
 Hongkong, 29th January, 1907. [209]

TO LET.
"GLENWOOD" CHINESE ROAD, suitable
 for a Reading House or Club.
No. 4, CONDUIT ROAD.
"BANGOUR" PEAK.
BUNGALOW (furnished) at New Territory,
 Kowloon, 4 Rooms, Low Rental.
BEACONSFIELD AVENUE, Fine Shops
 Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL,
 Top Floor, (over Calbeck Macgregor).
BELLILIOS TERRACE HOUSES,
 ROBINSON ROAD.
TO LET OR FOR SALE,
NEW HOUSE on MOUNT KELLY, Five
Rooms, on Rural Building Lot No. 117.
 Apply to—
LINSTEAD & DAVIS,
 3rd Floor, Alexandra Buildings,
 Hongkong, 2nd November, 1906. [1102]

TO LET ON LEASE,
FROM 1st JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD
ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
 Apply to—
ARRATTON V. APCAR & CO.,
 45, Wyndham Street.
 Hongkong, 24th October, 1906. [101]

TO LET—FURNISHED.
"LEWKNOR" No. 116, PEAK. April
 to end September.
 Apply—
M. W. SLADE,
 Prince's Buildings,
 Hongkong, 29th January, 1907. [390]

TO LET.
RAVENSHILL WEST No. 3, PARK
ROAD.
 Apply to—
DEACON, LOOKER & DEACON,
 Hongkong, 5th December, 1906. [104]

TO LET.
FROM 1st MARCH, 1907.
NO. 3, CARNATION VILLAS, and No. 6,
LOCHIEL TERRACE, Kowloon.
 Apply to—
HEWAN & Co.,
 No. 15, Connaught Road, West.
 Hongkong, 1st February, 1907. [324]

TO LET.
NO. 27, SEYMORE ROAD.
4 New Houses in KENNEDY ROAD, near
Wan Chai.
No. 90 & 91 GOWDOWN PRAYA EAST.
 Apply to—
SAM WANG CO., LTD.,
 81, Queen's Road Central.
 Hongkong, 13th November, 1906. [103]

TO BE LET,
FURNISHED.
FROM THE 2ND WEEK IN APRIL NEXT.
"IAN MOE" PEAK ROAD, Six Good
Rooms, 3 Bath Rooms, Drying and
Store Rooms, Grass Tennis Court. Moderate
rental to good tenant.
 Apply to—
HUMPHREYS' ESTATE &
FINANCE CO., LD.
 Hongkong, 18th December, 1906. [117]

TO LET

TO LET.
POSSESSION FROM 1st MARCH NEXT.
WELLBURN, No. 81 the PEAK.
 Apply to—
JAVA-CHINA JAPAN LIJN,
 York Buildings,
 Hongkong, 22nd January, 1907. [254]

TO LET.
No. 2, MACDONNELL ROAD.
 Apply to—
COMPRADORE'S DEPARTMENT,
 Nippon Yusen Kaisha,
 Hongkong, 3rd June, 1905. [197]

TO LET—FURNISHED.
A Nicely Situated and Well FURNISHED
HOUSE at Kowloon. Electric Light,
 etc. Apply to—
M. J. H.,
 Care of "Daily Press" Office.
 Hongkong, 19th February, 1907. [425]

TO LET.
FOR THE RACE WEEK, Superior FUR-
NISHED ROOM, at No. 11, MORRISON
HILL, suitable for Two Gentlemen.
 Apply there or to "RACES,"
 Care of "Daily Press" Office.
 Hongkong, 19th February, 1907. [426]

TO LET.
OFFICES in KING'S BUILDING and YORK
BUILDING.
A HOUSE in BIPON TERRACE.
A HOUSE in WONG NAI CHONG ROAD.
GOWDONS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
FLATS in MORETON TERRACE.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
 Hongkong, 1st March, 1905. [191]

TO LET.
NO. 6, LYDEMOON VILLAS, Kowloon,
 Possession from 1st March next, Five
 Rooms and Tennis Court. Rent \$125 per
 month including taxes.
 Apply to—
"LYDEMOON"
 Care of "Daily Press" Office.
 Hongkong, 21st January, 1907. [241]

TO LET.
NO. 28, LEIGHTON HILL ROAD.
 Immediate Possession.
No. 29, LEIGHTON HILL ROAD. Pos-
 session 1st March, 1907.
 Apply to—
THE COMPRADORE,
 Nippon Yusen Kaisha,
 Hongkong, 4th February, 1907. [338]

MARTIN'S
APIOL & STEEL
PILLS
 A French Remedy for all Irritations, Inflammations,
 Catarrhs, etc., of the Urinary and Biliary Systems,
 and all other Affections of the Genito-urinary
 Organs. It is a powerful and reliable
 Remedy, and is sold in all the principal
 Pharmacies and Chemists.
 Sole Importers:—
W. J. H. & Co., Ltd.,
 11, Queen's Road Central, Hongkong.

For Nervous
Exhaustion

CHAPOTEAU'S
Phosphoglycerate
OF LIME

The modern restoration
 of the nervous system.
 For brainworkers, profes-
 sional men, teachers, students,
 etc., and in debility, mental
 losses, dyspepsia, of nervous
 origin and insomnia.
 It is readily assimilated and
 promotes digestion.

PHOSPHOGLYCERATE STRUP
(CHAPOTEAU)

PHOSPHOGLYCERATE WINE
(CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)

6, rue Vivienne, PARIS-FRANCE

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
 Extreme Length... 722 feet.
 Length on Blocks... 714 "
 Width of Entrance on Top... 864 "
 Width of Entrance on Bottom... 824 "
 Water on Blocks at Spring Tide 344 "

DOCK No. 1.
 Extreme Length... 523 feet.
 Length on Blocks... 519 "
 Width of Entrance on Top... 80 "
 Width of Entrance on Bottom... 77 "
 Water on Blocks at Spring Tide 64 "

DOCK No. 2.
 Extreme Length... 371 feet.
 Length on Blocks... 366 "
 Width of Entrance on Top... 86 "
 Width of Entrance on Bottom... 83 "
 Water on Blocks at Spring Tide 22 "

PATENT SLIP.
 Suitable for vessels up to 1,000
THE WORKS are well equipped with
 LATEST PLANTS and APPLI-
 ANCES to undertake BUILDING or
 REPAIRING SHIPS, ENGINES, and
 BOILERS; and also ELECTRICAL
 WORK.

A LARGE STOCK of MATERIAL is
 always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 H.P.)
 specially built for SALVAGE PURPOSES
 equipped with necessary gear, always ready
 Short Notice. [1175]

BATTLE PRACTICE OF THE FLEET.

The Admiralty have issued a Blue-book
 report of the Director of Naval Ordnance
 on the result of the battle practice carried out
 by the ships of the Fleet in 1906. In circulating
 the report for general information, their
 Lordships note with extreme satisfaction the
 very marked improvements made—in spite of
 the considerable increase in range—over the
 results obtained in 1905, as shown by a com-
 parison of the average points obtained by the
 Fleet in the two years. With the return in
 published in a tabular form the results of the
 practice for all the Fleets, arranged on one
 sheet, which may be posted in a convenient place
 on board every ship. This is only the second
 time that this has been done, but that the
 spirit of emulation thus introduced has had a
 very beneficial effect is proved by the remark-
 able progress shown in these returns. The
 following is an abstract of the results of all the
 fleets:—

BATTLE PRACTICE.					
Order of Merit.	Squadron.	No. of No. of Ships. Guns.		Average Points.	
1	2nd Cruiser ...	...	6	82	264.7
2	China Fleet...	...	5	72	250.6
3	Atlantic Fleet ...	...	9	140	233.2
4	East Indies ...	...	3	29	203.6
5	Mediterranean ...	...	8	113	208.0
6	Cape of Good Hope ...	...	4	39	189.8
7	Channel Fleet ...	...	20	396	146.0
8	1st Cruiser ...	...	4	48	144.1
9	3rd Cruiser ...	...	4	56	92.2
10	Australia ...	...	4	50	78.7
Total (1906 ...		...	67	945	181.7
Total (1905 ...		...	68	957	98.4
Order of Merit.	Fleet or Squadron.	No of Ships. No of Men Firing		Points per man.	
HEAVY GUNLAYERS' TEST.					
1	2nd Cruiser ...	...	6	86	98.741
2	Mediterranean ...	...	11	137	93.539
3	3rd Cruiser ...	...	5	60	90.890
4	Atlantic ...	...	11	156	89.557
5	1st Cruiser ...	...	6	63	86.648
6	China ...	...	6	84	82.223
7	Channel ...	...	21	398	72.260
8	Cape of Good Hope ...	...	4	39	71.095
9	Cape of Good Hope ...	...	4	39	69.441
10	N. A. and W. I. ...	...	2	16	62.019
1	Australia ...	...	9	100	59.607
2	East Indies ...	...	4	37	56.728
Total (1906 ...		...	89	1,073	80.065
Total (1905 ...		...	100	1,096	68.26

LIGHT QUICK-FIRING GUNLAYERS' TEST.				
12-POUNDERS.				
Order of Merit.	Fleet or Squadron.	No. of Ships.	No. of Men Firing.	Points per minute.
1	Atlantic	8	113	4,586
2	2nd Cruiser	4	44	4,215
3	3rd Cruiser	3	24	4,107
4	China	4	46	4,055
5	Mediterranean	3	126	3,939
6	Australia	3	34	3,016
7	1st Cruiser	1	14	2,805
8	Channel	22	271	2,661
9	East Indies	1	9	2,303
Total.	1906	55	694	3,417
	1905	27	538	2,112

6 AND 3 POUNDERS.					
Order of Merit.	Fleet or Squadron.	No. of Ships.	No. of Men Firing.	Points per Minute.	
1	Atlantic	...	9	113	4.534
2	3rd Cruiser	...	4	31	5.455
3	Gape of Good Hope	...	4	47	3.598
4	Mediterranean	...	10	60	3.509
5	1st Cruiser	...	6	113	3.344
6	2nd Cruiser	...	4	44	3.252
7	East Indies	...	6	44	2.457
8	N.A. and West Indies	...	1	10	2.5 - 9
9	Channel	...	23	166	2.458
10	China	...	8	37	2.447
11	Tenders	...	4	16	2.182
12	Australia	...	5	42	2.156
<hr/>					
Total 1906		...	84	669	3.358
Total 1905		...	85	550	1.97

DESTROYERS' BATTLE PRACTICE.				
Order of Merit	Fleet.	No. of Ships.	No. of Men Firing.	Points per man.
1	Mediterranean ...	12	72	70.473
2	China ...	6	36	52.351
3	Channel ...	34	204	32.004
Total { 1906 ...		52	312	37.014
{ 1905 ...		57	342	19.09

Of the various practices, the results of which are given in the tables, battle practice is the most important, the others being merely parts of a course of instruction leading up to it. In the gunlayers' tests the captain of the gun is the gunner, and is called upon to demonstrate his capacity for hitting a mark, and the splendid marksmanship of the British gunlayers is shown in several of the returns. But the gunlayer is only one of the crew which manipulates the gun; there are two others, and all three must be trained to work together as to load, close the breech, lay the piece, and fire to hit the target, with smartness, safety, and accuracy. These tests are carried out at a range at which the gunlayers can see if there shot has made a hole in the canvas or not. It is when the gunners' crews are perfect in their practice in this way, and have proved their individual skill in a competition, at which they are not permitted to have any assistance from their officers, that they are ready for the supreme tests of battle practice, and it is then that the whole organization for fighting the ship under her captain and officers is brought into play and put to trial. The results of the gunlayers' tests show not only that some very brilliant shooting has been made by individuals, but that the general standard of efficiency has immensely increased. It would be strange, then, if similar improvement were not apparent in the all important test. The results of the 1906 battle practice show not only that advance has been made, but that it has far exceeded the advance which has been made in the other competitions. In the battle practice for 1905 the average points were 96.4, whereas in 1906 they are 181.7, or nearly double. But this enormous increase does not really represent the full advance, for in 1906 the time of firing was reduced and the distance greatly increased, while the size of the target remained the same. Moreover it must be remembered that this practice is carried out at a distance of from four to five miles, with ships steaming at a speed of 15 knots, the aiming being done entirely by

means of instruments in the control positions. Moreover, in many of the ships the control installations are of a temporary character, the fittings being devised from the stores of the ships and reflecting added credit for their ingenuity upon the gunners officers afloat.

In the order of merit for the squadrons the 2nd Cruiser Squadron stands first, with the best ship of the squadron, the Drake, the flagship of Prince Louis of Battenberg. It was but a few days since that the gracious message of the King to the officers and men of the Drake, expressing his Majesty's high appreciation of the admirable results obtained by this ship, was published in *The Times*. A somewhat similar message congratulating the officers and men was sent by the Admiralty, for the position taken by the Drake in the heavy gunlayers' test and battle practice places Prince Louis's flagship at the head of the Fleet. It is indeed acknowledged on all sides that the 2nd Cruiser Squadron, for both the general and the individual efficiency of its units, is an ideally trained force, and there can be nothing but the highest praise for the officers and men of ships which have shown such all-round excellence. In the abstract of firing for 1905 it was shown that, out of ten fleets participating, three only were above the average, whereas, with the same number of fleets taking part in 1906, five are above the average of the 1905, and all but two are above the average of 1905. In that year the Channel Fleet, the 2nd ships led, with the Exmouth as best ship; the Exmouth is still the best ship of the Channel Fleet, but, for some reason unexplained, the Fleet of which she is the flagship has dropped back to seventh place. It may be an explanation that this Fleet in 1906 consisted of 20 ships, whereas no other division of the whole Fleet consisted of more than nine ships. But, although the Exmouth did not maintain her position, she is not far down the list, having done very well in the gunlayers' test, where her men had the honour of firing under the eyes of their Queen. The ships of the China Station, under Vice-Admiral Sir Arthur Moore, come next in order of merit to the 2nd Cruiser Squadron, this Fleet having come up from the fifth place. The King Alfred is the best ship in the squadron, which she joined not long ago as flagship. Indeed, in a way, the China Fleet has done more to improve its position than any other, for in 1905 it had only two ships above its average score, whereas now only one is below the average, and that average is four times as high as it was in the previous year, while no ship has fallen as low as the average of 1905. The Atlantic Fleet takes the third place in the order of merit, with the Britannia as first ship of the squadron. In 1905 the King Edward VII. led this Fleet, and oddly enough, her standard has remained at almost precisely the same figure as in the previous year, but throughout the Fleet there has been improvement, so that now three ships have made a better score, and four others are well above the average of the previous year. The three ships on the East Indies Station, although they did not do very well in the gunlayers' test, have raised their average from 37.6 in 1905 to 203.6 in 1906. Similarly there has been a large gain on the Cape of Good Hope Station, and even on the Australian Station, the lowest in order of merit, the average has nearly doubled. Three ships, of all those that fired, made, absolutely no points at all; these were the Lincaster, of the Third Cruiser Squadron, and the gunboats Skipjack and Halsey; no reason is assigned for the "duck's egg" of the Lincaster, several of her sisters having made excellent scores.

It will be noticed that the Drake, and the vessels with her, which come first in order of merit, mount nothing heavier than the 3.2in. gun, and this gun has, indeed, given excellent results throughout the firing. On the other hand, it seems possible that the limit of quick-firing has been reached in some of the smaller calibres—that is to say the limit of rapid-aimed firing with anything like a certainty of hitting. Then, again, there does seem to be some evidence in the failure of the battleships to show an equal advance with the armoured cruisers that mounting two calibres of the heavier guns in the same ship militates against adequate control. These and similar questions which arise in connection with the battle practice have, no doubt, given much thought to the gunners officers of our own and other navies. Some of them are questions intimately connected with the speed question, inasmuch as their solution must have its effect upon design. But, while the details of this practice remain confidential, the speculations of those outside the official circle, and deprived of the advantage of the secret results, cannot be of great value. It is extremely satisfactory to know, as these returns clearly prove, that considerable success has attended the efforts of those who, like Sir Percy Scott, have taught the Navy that accuracy in marksmanship is mainly a matter of training, and quite capable of achievement. To Captain Jellicoe, the Director of Naval Ordnance, and his staff, for the satisfactory progress made in the supply of new sighting and control apparatus, warm praise is due, for it was only last year that the ships began to be supplied with the necessary instruments for enabling fire to be opened with accuracy at long ranges. The salient point about the firing, after the general improvement, is the high level of excellence this year as compared with last. There are still a number of vessels which fall below a reasonable standard of efficiency, but they are neither so many in number nor have they made quite such an exhibition as was the case in 1905. The fact is that the natural results are following from the good and careful work initiated by the Inspector of Target Practice and the Director of Naval Ordnance, and taken up with great assiduity and personal interest by the officers and men of the Fleet.—*Times*.

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Size.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
 Inspection Invited.
W. M. SCHMIDT & CO.
 Hongkong, 26th October, 1906. [11924]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT Co., Ltd., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
 Call Flag—W.
J. W. KEW,
 Manager,
 Hotel Mansions, 3rd Floor.
 Hongkong, 8th August, 1905. [2264]

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
 Mounted 65 Card ... 30 Cents
 On Paper ... 20 "
 On Sale at the Hongkong Daily Press Office.
 Hongkong, 26th January, 1907.

KWONG TAI LOY.

RATTAN FURNITURE, BAMBOO BLINDS,
TIENSHIN CARPETS,
JAPANESE and SHANGHAI SUN BLINDS,
MATTING of all Colours and
JAPANESE GOODS of all Descriptions.
No. 16, QUEEN'S ROAD CENTRAL,
 HONGKONG. 2188



LADIES' and GENTS' BOOTS
AND SHOES.
EASTMAN KODAKS, CAMERAS
AND
PHOTOGRAPHIC GOODS.
 PRICES MODERATE.

A TACK & CO.,
 26, DES VEAUX ROAD CENTRAL.
 Hongkong, 18th January, 1907. [39]

Nature's Own Food The concentrated
 nourishment
 of Fresh Milk

PLASMON

One ounce contains more food
 value than a beef steak.

TRY
PLASMON

OATS
 COCOA

Go twice
 as far as
 any others

GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities
WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?
 They are high-class and absolutely SAFE SECURITIES, payable to Bearer, issued by the various Governments and Municipalities of Europe: they are redeemable at periodical Drawings either with CASH PRIZES varying from £40 to £40,000, or, at the very least, at their full nominal value.

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 Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.
 Lists of drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & Co. 3, RUE DE LA BOURSE,
 PREMIUM BOND DEALERS. PARIS (France). [153]

The best beverage

to take with your food is
 cocoa, and the best cocoa is
 Van Houten's Cocoa. It
 does not retard digestion,
 it assists it.

"Easy of assimilation and digestion."
The Lancet.
 "Extremely easy of digestion, light
 and nourishing."
Court Journal.

van Houten's Cocoa

A Cocoa you can Enjoy.

The first Essential
 for the preservation of the Teeth is to
 keep them clean by constant attention
 at least every morning and evening.

An Antiseptic.
 Cleansing with this well known
 dentifrice tends still further to secure
 the preservation of the teeth and
 hygiene of the mouth.

Calvert's Tooth Powder

Cleans the Teeth
 so easily, so pleasantly, and so
 thoroughly. That is why it is in such
 constant demand all over the world.
 SOLD BY LOCAL CHEMISTS AND STORES.

Gives Satisfaction
 every year to more and more people
 who have tested its efficacy and who
 value the appearance and condition
 of their Teeth.
 Made by F. C. Calvert & Co., Manchester, England.

SHIPPING.

ARRIVALS.

ALBENGA, German str., 4,300, H. Petersen, 20th February—New York 18th Dec., General—Carliwita & Co.
 ARONAN MARU, Japanese str., 1,705, K. Sumiya, 19th February—Wakamatsu 14th Feb., Coal—Mitsui Bussan Kaisha.
 CHONGKONG, British steamer, 2nd February—From Canton.
 HAICHING, British str., 1,267, A. E. Hodgins, 20th Feb.—Fecchow 17th February, Amoy 18th and Swatow 19th, General—Douglas LaPraik & Co.
 JOSEPH MARU, Japanese str., 1,200, H. S. Smith, 20th Feb.—Tamsui via Amoy and Swatow 17th Feb., General—Osaka Shosen Kaisha.
 KAIFONG, British str., 983, E. Finlayson, 20th February—Cebu and Iloilo 16th February, Sugar—Butterfield & Swire.
 KUEIANG, British steamer, 20th February—From Canton.
 KUEIOW, British str., 1,215, G. Hooker, 20th February—Denn River 13th Feb., Coal—Butterfield & Swire.
 KWANGLO, Chinese steamer, 20th February—From Canton.
 KWANGLO, British str., 1,223, A. Stott, R.N.R., 20th February—Kuching 14th February, Coal—Butterfield & Swire.

DEPARTURES.

ATHENIAN, British str., for Vancouver.
 CHIVEN, Chinese str., for Shanghai.
 FUKUDA MARU, Japanese str., for Nagasaki.
 FUKUSHI MARU, Japanese str., for Amoy.
 HAKATA MARU, Japanese str., for Singapore.
 KUNIBIKU, German str., for Hioho.
 KUMANO MARU, Japanese str., for Japan.
 KURANG, British str., for Saigon.
 PETROBURG, German str., for Swatow.
 TRIUMPH, German str., for Haiphong.

SHIPPING REPORTS.

The Japanese str. *Isa* in *Maru* reports: Fresh and moderate monsoon rain sea moderated.
 The British str. *Kueichow* reports: Fine weather to Calcutta; thence strong monsoon and heavy sea.
 The British str. *Kaifu* reports: Light northerly wind along Philippine coast; thence fresh monsoon with moderate sea until arrival.
 The British str. *Kuangsue* reports: Strong N.W. gale on the 15th and 16th, strong N.E. monsoon with rain on the 18th, and fine weather on the 19th.
 The British str. *Haiching* reports: Fecchow to Swatow moderate N.E. wind and overcast; Swatow to Hongkong moderate E.S.E. wind and cloudy weather.

VESSELS IN DOCK.

ARRIVED DOCKS—*Briton*.
 KOWLOON DOCKS—*Serrano*, *Monteale*, *Flora*, *Z. J. & A. Adams*, *Prinz Waldemar*, *Kongkook*, *Imperial*, *Sophia*, *Prinz Sigismund*, *Tremont*, *Wongkai*, *Naiching*.
 COSMOPOLITAN DOCKS—*Peng Fai*, *Shantung*, *S.M.S. Plant*.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship
 "VORWAERTS."
 Capt. Collett, will leave for the above places TO-DAY, the 21st inst., 4 p.m.
 For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 15th February, 1907. 5

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd inst., at 9 a.m.
 For Freight or Passage, apply to DOUGLAS, LAIPRAIK & Co., General Managers, Hongkong, 19th February, 1907. 430

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."

Captain T. H. Hido, carrying 115. Majesty's Mail, will be despatched from this Port on SATURDAY, the 23rd February at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BURIA," 6,500 tons, from Colombo (Passenger) accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Pessara," due in London on 14th April, 1907.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWITT, General Agent, Hongkong, 12th February, 1907. 1

"GLEN" LINE OF STEAMERS.

FOR HAMBURG AND ANTWERP.

THE Steamship

"GLENFURTH."

Captain B. Webster, will be despatched as above on WEDNESDAY, the 27th inst.
 For Freight, apply to MCKERRON BROS. & GOW, Hongkong, 11th February, 1907. 381

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A." nearest Hongkong "B." midway between Hongkong and Kowloon "C." and those vessels berthed at the Kowloon Wharf "D." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Elsie Pier. 3. From Elsie Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hido	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	—	On 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYNZA	Brit. str.	—	H. B. Bradshaw	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, &c. VIA PORTS OF CALL	AUSTRIAN	Front. str.	—	Verron	MESSAGERIES MARITIMES	On 5th Mar., at 1 p.m.
HAMBURG & ANTWERP	SLAVONIA	Ger. str.	h.w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 20th Mar.
HAMBURG & ANTWERP VIA STRAITS, &c.	FRUGEN	Ger. str.	—	C. Mahreth	MELCHERS & Co.	On 27th inst., at Noon.
HAMBURG & HAMBURG VIA STRAITS, &c.	CHENIERE	Ger. str.	—	R. Webster	MELCHERS & Co.	On 27th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	h.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAMBURG & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	h.w.	Schulche	HAMBURG-AMERIKA LINIE	On 18th April.
MARSEILLES, HAVRE, CHARENTAIS & BALTIC PORTS	KINA	Den. str.	—	—	MELCHERS & Co.	About 21st inst.
NAPLES, LISPON, HAVRE & HAMBURG	SCANDIA	Ger. str.	h.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
TRIESTE, &c. VIA SINGAPORE, &c.	HABSBURG	Ger. str.	h.w.	Filler	SANDER, WIELER & Co.	On 5th April.
NEW YORK VIA SHANGHAI JAPAN, &c.	AUSTRIA	Aus. str.	—	—	—	About 2nd Mar.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	About 12th Mar.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEFALC	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 19th Mar., at 4 p.m.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA PORTS	GLENFARG	Brit. str.	—	Hollman	TOYO KISEN KAISHA	On 26th Mar., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	DAKOTAH	Brit. str.	—	W. von Eenden	SHEWAN, TOMES & Co.	About 25th inst.
AUSTRALIAN PORTS VIA PORT DARWIN	PRINZ WALDEMAR	Ger. str.	—	McArthur	MELCHERS & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	EASTERN	Brit. str.	1 m.	C. Lindbergh	GIBB, LIVINGSTON & Co.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 8th Mar., at 4 p.m.
YOKOHAMA & KOBE	TAJANAS	Dut. str.	—	Pander	BUTTERFIELD & SWIRE	On 16th Mar.
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co.	On 23rd inst., at 4 p.m.
YOKOHAMA & KOBE	KWANGSO	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA & KOBE	VORWAERTS	Aus. str.	—	Collected	SANDER, WIELER & Co.	To-day, P.M.
YOKOHAMA & KOBE	ARABIAN	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	To-morrow, at Daylight
YOKOHAMA & KOBE	MASTONIA	Brit. str.	—	C. D. Barnett	P. & O. S. N. Co.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	BRASILIA	Ger. str.	h.w.	Russ	HAMBURG-AMERIKA LINIE	On 27th inst.
YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	h.w.	J. H. Brown	HAMBURG-AMERIKA LINIE	On 23rd inst.
YOKOHAMA & KOBE	LIBERIA	Ger. str.	h.w.	Wavell	BUTTERFIELD & SWIRE	On 1st Mar., at 4 p.m.
YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	H. Ohta	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	KIDELANG	Brit. str.	1 m.	A. E. Hodgins	OSAKA SHOSSEN KAISHA	On 24th inst., Daylight.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1 m.	A. G. Smith	DOUGLAS LAIPRAIK & Co.	To-morrow, at 9 a.m.
YOKOHAMA & KOBE	HAICHING	Brit. str.	2 h.	R. Almond	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	LONGSHANG	Brit. str.	—	A. W. Outbridge	SHEWAN, TOMES & Co.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	RUH	Brit. str.	—	R. Redger	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
YOKOHAMA & KOBE	TAKING	Brit. str.	1 m.	E. Pilsbry	SHEWAN, TOMES & Co.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1 m.	F. Sembill	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	—	S. H. Nelson	MELCHERS & Co.	On 23rd inst., at 9 a.m.
YOKOHAMA & KOBE	BOREO	Ger. str.	—	—	DAVID SASSON & Co., Ltd.	To-morrow, at 3 p.m.
YOKOHAMA & KOBE	GREGORY APCAR	Brit. str.	—	—	—	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon suitcases Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUDI	2540	R. Almond	Manila	On 23rd Feb. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Mar. Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 15
 Hongkong, 13th February, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. 16
 Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 22nd Feb. 4 p.m.
TIENSIN	"CHEONGSHING"	Saturday, 23rd Feb. 4 p.m.

These Steamers have superior accommodation for First-class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18
 Hongkong, 19th February, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS	"KINA"	About 21st Feb.

For Further Particulars, apply to MELCHERS & CO., AGENTS. 9
 Hongkong, 16th January, 1907.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA NOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
TREMONT	2,606	T. W. Garlick	On 23rd February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 5th January, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued, at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG	3rd March
RHEINANIA	2nd April
HOHENSTAUFEN	30th April
SILESIA	31st May
SCANDIA	30th June

HOMeward.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

*SCANDIA	16th March
HABSBURG	5th April
RHEINANIA	17th May
HOHENSTAUFEN	29th May

* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

BRASILIA	24th February
LIBERIA	23rd February
HABSBURG	3rd March
BRASILIA	16th March
SENIGAMBIA	30th March

NEXT SAILINGS HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the Levant, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE & HAMBURG	24th February
*SCANDIA	16th March
SLAVONIA	20th March
BRASILIA	24th March
*HABSBURG	5th April
BELGRAVIA	19th April

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
 Captain S. H. Nelson, will be despatched for the above Ports TO-MORROW, the 22nd inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents, Hongkong, 16th February, 1907. 255

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"
 Will be despatched for the above Ports on TUESDAY, the 26th February.

For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 13th January, 1907. 230

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at F.O. D.A. & W.I. and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
 Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 29th January, 1907. 301



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADMIRALTY PORTS).

THE Company's Steamship

"AUSTRIA,"
 Captain Blaffer, will be despatched as above on or about SATURDAY, the 2nd March, P.M.

This Steamer has special accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 1st February, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBOITI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN,"
 Captain Veron, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

Cargo also booked for principal places in Europe.

